



City of Alexandria, Virginia
301 King Street, Suite 2300
Alexandria, Virginia 22314



William L. Euille
Mayor

City Hall: (703) 838-4500
Home: (703) 836-2680
Fax: (703) 838-6433
alexvamayor@aol.com

August 24, 2010

L. Preston Bryant, Jr., Chairman
National Capital Planning Commission (NCPC)
401 9th Street N.W., Suite 500
Washington, D.C. 20004

Dear Mr. Bryant:

Summary

This letter summarizes the primary comments from the City of Alexandria (City) with respect to the BRAC-133 Transportation Management Plan (TMP) prepared by the United States Army Corps of Engineers (USACE) and the Washington Headquarters Services (WHS). The Army has addressed most of the City comments on the Draft TMP. However, the primary issues that still need to be resolved and for which NCPC's support is requested are listed below.

- The City would like to see more of the public transit termini located at the BRAC-133 transit center.
- The City feels that the BRAC-133 Transportation Demand Management program should be strongly linked to the City's established TDM program, LocalMotion.
- The City would like to continue working with USACE, WHS and transit providers to explore ways to provide service from surrounding Metro stations through enhanced transit services rather than through the use of private shuttles.
- The City would like USACE and WHS to agree on the development of a Memorandum of Understanding to provide assurance to the City that future amendments to the plan would only be implemented with the specific consent from the City.
- The City of Alexandria would like to see included in the TMP a section describing the use of police traffic control during peak periods, funded by USACE and WHS, for at least one year to help enhance traffic operations in the vicinity of the site.

Background

The United States Army Corps of Engineers (USACE) and Washington Headquarters Services (WHS) have developed a Transportation Management Plan for the BRAC-133 facility to reduce the impacts on nearby transportation facilities and to facilitate tenant mobility to the site. The BRAC-133 facility is located adjacent to I-395 in the vicinity of the Seminary Road interchange. The goals of the TMP are to achieve 40 percent or more Non-Single Occupant Vehicle trips and to provide a viable transportation program to help employees choose appropriate commute methods.

"Home Town of George Washington and Robert E. Lee"

Draft Transportation Management Plan

USACE and WHS submitted a Draft TMP in June 2010. City of Alexandria representatives have been working with USACE and WHS representatives to address several major concerns that arose with the release of the Draft TMP for BRAC-133. In light of these concerns, USACE and WHS agreed to join in targeted discussions with the City and stakeholders to try to approach joint resolution on the issues. In addition to participating in meetings with the City's BRAC-133 Advisory Group, USACE and WHS participated in separate meetings with City staff and in cooperative discussions with an ad hoc committee, which also included Alexandria Vice Mayor Kerry Donley, City staff, and citizen representation from the City's BRAC-133 Advisory Group. The ad hoc committee met several times to discuss specific concerns from the draft TMP, and reached agreement on several major issues, which resulted in changes that greatly improve the TMP, and lessen the negative impacts of BRAC-133 on the citizens of Alexandria.

City staff and members of the BRAC-133 Advisory Group identified major concerns in the Draft BRAC-133 TMP to be further explored with the inception of the ad hoc committee. These major concerns were identified as: overall lack of specificity throughout the document; disregard of strategies and measures that had been previously recommended by City staff; lack of inclusion of a complete shuttle plan; absence of a commitment to implementation of enhanced transit to the site; lack of inclusion of a funding plan; absence of the validity of transportation assumptions; deficiency of on-going alternative transportation outreach; and lack of consideration of the Moran amendment to the Fiscal Year 2011 Defense Authorization Bill.

Enhancements to the Draft Transportation Management Plan

During several meetings with the ad hoc committee, USACE and WHS agreed to make several major adjustments to the BRAC-133 TMP to address these areas of concern. Main enhancements to the TMP that were solidified in the ad hoc committee meetings were: the agreement to provide shuttle service to additional transit stations such as the Franconia/Springfield Metrorail Station; clarification of the employment of a full time transportation coordinator to serve BRAC-133 employees and assist in the identification of alternate modes of transportation; exploration of improving transit service options to provide enhanced transit service to Metrorail stations; and inclusion of a complete shuttle plan. The addition of these elements provided a great improvement to the BRAC-133 TMP and resulted in a much more comprehensive and implementable plan.

In addition to the inclusion of these adjustments, the final BRAC-133 TMP also contained enhanced descriptions of specific assumptions and clarifications of previously ambiguous statements. It is also noted that the final document includes a brief reference to the Moran amendment and the effect that passage of the amendment would have on the BRAC-133 TMP. The final plan also indicates that funding for the TMP has been programmed, which helps provide assurance that the plan can be implemented.

City Comments on Final Transportation Management Plan

However, the City has a few remaining concerns that it feels needs to be addressed in the final TMP for BRAC-133. One of these concerns continues to be the comprehensive treatment of transit options around the Mark Center site. While the final BRAC-133 TMP accurately denotes which transit routes provide service terminating on the Mark Center site, and which routes provide service to nearby locations, the City would like to see more of the transit termini located at the Transportation Center on the BRAC-133 site to further encourage employees to fully utilize public transit options. USACE/WHs and City staff continue to meet with transit service providers to further explore how transit services can be enhanced to provide direct service to the Mark Center site.

Another concern is the importance of enhancing the recognition of alternative modes of transportation to encourage BRAC-133 employees to try non-vehicular commuting methods. The City feels that the BRAC-133 Transportation Demand Management (TDM) program should be strongly linked to the City's established TDM program, LocalMotion. This is especially important due to the removal of the "Alternative Commute Incentive Program" that USACE/WHs had included as part of the TDM program in the draft document. LocalMotion may provide additional incentives that are no longer planned by USACE/WHs for employees commuting to the site via alternative modes of transportation.

In addition, the City of Alexandria would like to see included in the TMP a section describing the use of police traffic control during peak periods for at least one year to help improve traffic operations in the vicinity of the BRAC-133 facility. The TMP should indicate that the cost of the police traffic control will be the responsibility of USACE and WHs. While the specific locations of the police officers will need to be assessed in the field, based on the traffic analyses conducted to date it is anticipated that police control officers will be needed at the following intersections:

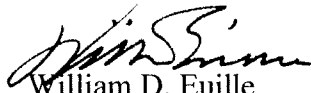
1. North Beauregard Street/Mark Center Drive
2. Seminary Road/North Beauregard Street
3. Seminary Road/Mark Center Drive
4. I-395 NB On-ramp/Seminary Road
5. I-395 SB Off-ramp/Seminary Road
6. I-395 NB Off-ramp/Seminary Road

City of Alexandria staff provided NCPC staff with detailed technical comments on the Final TMP to assist NCPC staff in the review of the document. The primary concerns noted in these comments are described in the paragraphs above. The City of Alexandria expects that the comments on the Final TMP, included in Appendix A, will be properly addressed to enhance the implementation of the Transportation Management Plan.

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The City is pleased with the progress that has been made to enhance the BRAC-133 TMP since its draft release in early June. Much work has been done by dedicated staff, USACE, WHS, and the BRAC-133 Ad Hoc Committee to improve the document, the result of which will have a measurable effect on the lives of those living in, working in, and visiting the City of Alexandria. The City looks forward to continuing to work with USACE and WHS to ensure the production of a comprehensive, feasible, and attainable Transportation Management Plan for the BRAC-133 site.

Sincerely,



William D. Euille
Mayor

Enclosure

cc: The Honorable Members of City Council
James K. Hartmann, City Manager
James Banks, City Attorney
Mark Jinks, Deputy City Manager
Michele Evans, Deputy City Manager
Richard J. Baier, Director, T&ES
Abraham Lerner, Deputy Director, T&ES
BRAC-133 Advisory Group